

# *Floating Power*

august/september | 2001



# toccontact



As it is impractical for us to verify the accuracy of information and advice given in this magazine, neither the Traction Owners' Club nor officers and members thereof selecting or contributing any material, accept any liability for any error, omission or inaccuracy therein.

© Traction Owners' Club Ltd.  
ISSN 0265 0630

designed by Dale Studios, Leicester  
☎ 0116 253 9207

printed by The Manor Printing Co.  
☎ 0116 289 2899

## scotland

Kenny Cocker  
Hillfoot Cottage  
Collace  
Perth  
PH2 6JB

Tel: 01821 650 436

email: ken@hillfoot.fsnet.co.uk



## Standing Committee

Pat De Felice  
Alec Bilney  
Roger Dyer  
John Gillard  
Colin Gosling  
Tony Hodgkiss  
Mick Holmes  
Graham Jones  
Bev Oates  
John Oates  
Bernie Shaw  
Steve Southgate

## Chairman

Paul De Felice  
69 Killane Road  
Winchmore Hill  
London  
N21 2AP  
Tel: 0208 360 6837  
pauldefelice@btinternet.com

## Treasurer

Tony Malyon  
58 St Augustine Road  
Griffithtown, Pontypod  
Gwent, NP4 5EZ

## General Secretary

Helen Brixton  
Bakehouse Cottage  
16 Church Street, Oadby  
Leicestershire, LE2 5DB  
Tel: 0116 272 0116  
oc-committee@upaloft.co.uk

## Membership Secretary

Peter Riggs  
2 Appleby Gardens  
Dunstable  
Bedfordshire LU6 3DB

## Social Secretary

Tony Latchford  
22 Inchbonnie Road  
South Woodham Ferrers  
Essex CM3 5FG  
01245 328009

## Club Spares

Chris Treagust  
98 First Avenue  
Batchmere, Chichester  
W. Sussex, PO20 7LQ  
01243 511378  
treagust@08002go.com

## Club Shop

Keith Feazey  
21 Paris Avenue  
Westlands  
Newcastle-under-Lyme  
Staffordshire ST5 2RQ  
01782 618497

## Honorary Life Members

Fred Annells  
David Shepherd

## Club Website

www.traction-owners.co.uk

## ireland

Norman Moore  
69 Killane Road  
Limavady  
Co Londonderry  
Northern Ireland  
BT49 0DT  
Tel: 028 7776 3755

## lakes & border

Malcolm Bobbitt  
4 Holmewood Paddock  
Lamplugh Road  
Cockermouth  
Cumbria  
CA13 0DN  
Tel: 01900 825581

## northern

Stan Platts  
1a Moorlands Road  
Birkenshaw  
Bradford  
BD11 2BH  
Tel: 01274 683848

## rest of world

Graham Jones  
Bakehouse Cottage  
16 Church Street, Oadby  
Leicestershire, England  
LE2 5DB  
Tel: 44 (0)116 272 0116  
email: geejay@upaloft.co.uk

## peak

Bev & John Oates  
55 The Knoll  
Tansley, Matlock  
Derbyshire, DE4 5FP  
Tel: 01629 582154

## welsh borders

John Worthing  
Spout House  
Orleton, Ludlow  
Shropshire, SY8 4JG  
Tel: 01584 831239

## south midlands

Robin Dyke  
18 Henfield View, Warborough  
Oxon, OX10 7DB  
Tel: 01865 858555  
Fax: 01865 858071  
Email: jrobindyke@cs.com

## eastern

Tony Latchford  
2 Inchbonnie Road  
South Woodham Ferrers  
Essex, CM3 5FG  
Tel: 01245 328009

## south west

Malachy Bell  
Holbeam Cottage  
Ogwell, Newton Abbot  
Devon  
TQ12 6LY  
Tel: 01626 351303  
email:  
Bell@malachy89.fsnet.co.uk

## west

John Ogborne  
Whimbrel Cottage  
Wells Road  
Westbury-Sub-Mendip  
Wells, Somerset  
BA5 1EX  
Tel: 01749 870501

## london

Peter Simper  
215 Whitton Road  
Twickenham TW2 7QZ  
Tel: 020 8891 1093

## hants, surrey & sussex borders

Steve Reed  
No1 Terwick Cottage  
Rogate, Nr Petersfield  
Hants, GU31 5EG  
Tel: 07860 719098, 01730 821792  
Fax: 01730 821115



Club Tools are available in these areas



Approximate position

For details of area meetings, please contact your local organiser

# Contents

aug/sept 2001 volume 25 issue 5

**Floating  
Power**



**4** Chairman's Note & AGM Notice

**5** TOC Accounts

**7** TOC Profile

**8** 25th Annual Rally Report



**10** TOC Gallery

**11** Tracbar Dundee 2000

**16** ICCCR

**17** TOC Retro



**18** TOC Section Scene

**20** TOC Correspondence

**22** TOC Diary

**22** TOC Classifieds

## Editorial

As another summer of Traction motoring comes to a close its time to take those final autumn-sun drives before the dampness of winter sets in. The pinnacle of our summer events was the Annual Rally centred on Wells in Somerset and a magnificent attendance from members with 56 cars displayed on the Sunday made all the effort put in by the South West Section so worthwhile. Ian and Wendy Nairn made the long journey from Perth and their report can be read on pages 8-10. From Concours cars to Tractions which are still in use every as the sole transport of some members, there was something for everyone to admire and enjoy. As well as members admiration, it is always so gratifying to see the reaction of the public to our preferred means of transport, Preliminary details of next years Annual in our next issue.

Two club forays into France this year the regular Brittany Tour in July will be reported on next issue of Floating Power. A report on the Normandy tour will follow in due course.

Next year there is the opportunity to take your Tractions even further afield with events scheduled for Norway and the USA in addition to our regular UK and France adventures. So check your diaries now and send off your reservations in good time.

Copy date for next Issue: October 10th 2001

## Front Cover



Proud Tractions privileged to park & display on the Cathedral Green at Wells, Full report page 8

Editor:  
Richard Hooley  
'Grooms Lodge'  
The Paddocks  
Thorpe Satchville  
Leics. LE14 2DR  
Tel: 0116 262 6050 (day)  
01664 840453 (eve)  
Fax: 0116 262 6040  
Email: richard@atl-associates.com

## Chairman's Note

August 2001

Paul De Felice

### Floating Power Articles:

The input of articles into Floating Power by the members still needs to be increased and we have cajoled both John Ogborne and Robin Dyke as collators to help our Editor.

John Ogborne has agreed to write and collate technical articles whilst Robin Dyke has offered to collate social articles, all of which should be sent direct to our Editor.

### South African Spares:

The negotiations for the South African Spares are still ongoing, but are getting lengthy due to changing parameters outside our control. Hopefully, soon, we will have some more positive news for you.

### Spares:

Something new on the spares front: we now have reconditioned water pumps and oil pumps which have not previously been available. These are ex-stock and are available on an "old for new" exchange, details of which will be fully described in a future issue of Floating Power but meanwhile contact Chris Treagust for details. Also, for those of you who wish to order spares by e-mail, this can now be done by e-mailing to Chris Treagust on [treagust@08002go.com](mailto:treagust@08002go.com).

### The Social Scene:

In June we held the Annual Rally in picturesque Wells. This was a tremendous success due to the hard work and effort put in by John and Lynda Ogborne who, together with their team of helpers from the Western Section, organised a truly memorable weekend. My grateful thanks to a brilliant team!!

Brittany was, as usual, a wonderful rally. With the usual picnics, places of interest and restaurants this was a particularly sociable and enjoyable rally. Thanks as always to Patrice.

We now look forward to the Normandy Rally, organised jointly by Peter Simper and Martin Nicholson which I know will be enjoyed by all.

Last but not least, we have our 25th TOC Anniversary Ball which is scheduled for Saturday 8th December at the Kettering Park Hotel. If you haven't already done so, please book now. This will be a very special event not to be missed.

## NOTICE AGM Nov 4th 2001

Notice is hereby given of the Annual General Meeting of the Traction Owners Club Limited, to be held at The Quality Inn, Monks Way, Milton Keynes on Sunday 4th November 2001, commencing at 1400

The business shall be to receive the report of the Committee, to approve the report of the Treasurer and to elect the Directors and Committee members. There are at present no resolutions for consideration. If any are received, they will be circulated to members in October, with a formal agenda.

Proposals for subjects to be discussed should be received by the General Secretary by 5th October 2001.

The Club at present has five directors. The Articles of Association require that one third of the directors be elected at each AGM. Nominations are accordingly invited for two qualified people to stand for election. The following longest serving directors are standing down, both of whom are eligible and are offering themselves for re-election: **Roger Dyer** and **Alec Bilney**. Nominations must be in writing, be from a paid-up member, include an indication that the nominee agrees to serve and be received by the General Secretary before 5th October 2001.

The Committee may consist of up to eighteen members. The rules of the Club require that one third of the committee be elected at each AGM. Nominations are accordingly invited for up to six people who are willing to stand for election. The following longest-serving committee members are standing down: Richard Hooley, Peter Riggs, Bernie Shaw, John Gillard, Roger Dyer and Graham Jones. Five of these, **Richard Hooley, Peter Riggs, Bernie Shaw, John Gillard** and **Roger Dyer**, are offering themselves for re-election. Again, nominations must be in writing from a paid-up member, include an indication that the nominee agrees to serve, and be received by the General Secretary before 5th October 2001.

Nominations are invited for the post of General Secretary and the post of Treasurer. Tony Malyon, Treasurer, is offering himself for re-election and nominations are invited for the post of General Secretary. Again, nominations must be in writing from a paid-up member, include an indication that the nominee agrees to serve and be received by the General Secretary before 5th October 2001.

A notice of all nominations received will be circulated in early October. Any member requiring a postal vote must make a claim, in writing, to the General Secretary, before 26th October 2001.

*By order of the Company Secretary*

## tocspares hotline

# 01243 511378

Chris Treagust, 98 First Avenue, Batchmere, Chichester,  
W. Sussex PO20 7LQ. Email: [treagust@08002go.com](mailto:treagust@08002go.com)



# Club Accounts

## THE TRACTION OWNERS CLUB LIMITED INCOME AND EXPENDITURE ACCOUNT - YEAR ENDED 31 MARCH 2001

	Note	2001		2000	
		£	£	£	£
Turnover	1.6	13,481		16,785	
Cost of sales		8,134		16,666	
<b>GROSS PROFIT</b>		<b>5,347</b>		<b>119</b>	
Other operating income		16,652		16,403	
		<b>21,999</b>		<b>16,522</b>	
Distribution costs and administrative expenses	14,949		16,713		
Other operating charges	1,483	16,432	620	17,333	
<b>SURPLUS OF INCOME OVER EXPENDITURE BEFORE TAX</b>		<b>5,567</b>		<b>(811)</b>	
Tax on ordinary activities	8	198		167	
<b>SURPLUS OF INCOME OVER EXPENDITURE AFTER TAX</b>		<b>5,369</b>		<b>(978)</b>	
General fund brought forward		63,382		64,360	
<b>GENERAL FUND CARRIED FORWARD</b>		<b>68,751</b>		<b>63,382</b>	

There were no recognised gains and losses for 2001 and 2000 other than those included in the income and expenditure account.

None of the Club's activities were acquired or discontinued during the year to 31 March 2001 and previous periods shown.

The notes on pages 6-8 form part of these accounts.

## THE TRACTION OWNERS CLUB LIMITED - BALANCE SHEET - 31 MARCH 2001

	Note	2001		2000	
		£	£	£	£
Tangible Fixed Assets	11		3,552		2,224
Investments	12		2,000		2,000
<b>CURRENT ASSETS</b>					
Stock	13	39,383		29,870	
Debtors	14	1,692		2,026	
Cash at bank and in hand		22,676		27,823	
		<b>63,751</b>		<b>59,719</b>	
<b>CURRENT LIABILITIES</b>					
Creditors falling due within one year	15	552		561	
Net current assets			63,199		59,158
<b>NET ASSETS</b>			<b>68,751</b>		<b>63,382</b>
<b>CAPITAL AND RESERVES</b>					
General fund			<b>68,751</b>		<b>63,382</b>

In preparing these modified accounts:-

(a) We have relied upon the exemptions for individual accounts under Sections 247 to 249 of the Companies Act 1985.

(b) We have done so on the grounds that the company is entitled to the benefit of those exemptions as a small company.

The financial statements were approved by the board on:  
and signed on its behalf.

Director

Director

The notes on pages 6-8 form part of these accounts.

## THE TRACTION OWNERS CLUB LIMITED TRADING ACCOUNT - YEAR ENDED 31 MARCH 2001

	£	2001		2000	
		£	£	£	£
<b>SPARES</b>					
Sales			12,830		15,971
Less cost of sales					30,515
Stock - 1 April 2000	26,100				10,969
Purchases	17,401				41,484
	43,501				26,100
Stock - 31 March 2001	35,734	7,767			15,384
<b>Gross Profit</b>		<b>5,063</b>			<b>587</b>
<b>CLUB SHOP</b>					
Sales			651		814
Less cost of sales:					3,987
Stock - 1 April 2000	3,770				1,065
Purchases	246				5,052
	4,016				3,770
Stock - 31 March 2001	3,649	367			1,282
<b>Gross Profit</b>		<b>284</b>			<b>(468)</b>

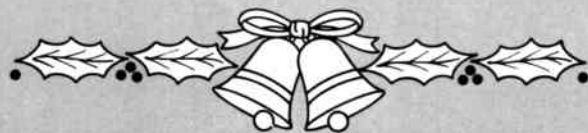
## THE TRACTION OWNERS CLUB LIMITED DETAILED INCOME AND EXPENDITURE ACCOUNT - YEAR ENDED 31 MARCH 2001

	£	2001		2000	
		£	£	£	£
<b>INCOME</b>					
Subscriptions			14,506		14,162
Gross Trading Profit					
Spares	5,063				587
Club shop	284	5,347		468	119
Spares levies			864		978
Interest Received			962		742
Dividend Income			85		79
Investment Gain			-		-
Other Income			235		442
			<b>21,999</b>		<b>16,522</b>
<b>LESS OVERHEADS AND DIRECT EXPENSES</b>					
<b>Establishment</b>					
Rent and room hire			1,483		620
<b>Administration</b>					
Magazine production	9,172				8,321
Postage	1,370				2,578
Stationary	686				470
Telephone	474				788
Website	452				376
Travelling and subsistence	-				406
Net tour and exhibition (income) cost	167				(382)
Subscriptions and donations	151				118
Bank Charges	568				643
Insurance	320				317
Legal & Secretarial costs	15				274
Audit fees	370				365
Jig Write off	-				500
Bad Debt Write off	-				1,290
Sundry expenses	317	14,062		202	16,266
<b>Depreciation</b>					
Tools and equipment	887				447
Parts Patterns	-		887		447
<b>Total Overheads and Indirect Expenses</b>					
			<b>16,432</b>		<b>17,333</b>
<b>Surplus of Income over Expenditure before tax</b>			<b>5,567</b>		<b>(811)</b>

Full details available at the AGM



*25th  
Anniversary  
Celebrations  
at Kettering  
Park Hotel*



## **Traction Owners Club 25th Anniversary Ball**

**SATURDAY DECEMBER 8TH 2001, 7.30 for 8.00pm**

at **Kettering Park Hotel, Kettering Parkway, Kettering**  
*Just off junction 9, the A509 intersection of the A14*

- **4 course menu with appetisers**
  - **Dancing to the Danny Rogers Dance Band**
  - **AA 4 Star Hotel. York stone fireplaces, polished wood floors and tapestry rugs reflect the Jacobean era in this comfortable hotel.**
- Full leisure facilities with 13m pool.**

Double Room with breakfast (2 sharing) **£72.00 per room**  
4 course Christmas Dinner **£39.00 per person**

I enclose £10 per person deposit. Please reserve ..... place(s)  
for the 25th Anniversary Ball

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Tel: \_\_\_\_\_

Please return to: **Richard Hooley, Groom's Lodge,  
The Paddocks, Thorpe Satchville, Leics, LE14 2DR.**  
*Cheques payable to Traction Owners Club*

## FBHVC News:

### **NO PLATES**

The Statutory Instrument regarding number plates has now been published and it does allow historic vehicles to continue to use plates of a style appropriate to the period of manufacture of the vehicle.

Requirements for vehicles registered before 1 January 1973 (these are optional specifications) are as follows:

Where the vehicle carries a registration plate which is constructed so that the mark may be illuminated during the hours of darkness from behind by virtue of the translucency of its characters, the registration mark must be formed of white translucent characters on a black background on the surface of that plate. When the registration mark is illuminated during the hours of darkness, the characters on that plate must appear white against a black background.

Either of the following alternative registration marks are permitted:

A plate made of reflex-reflecting material complying with the requirements of the BS Specification for reflex-reflecting number plates (BS AU 145 [15]), and which displays black characters on a white background where fixed to the front of the vehicle and black characters on a yellow background at the rear of the vehicle.

Or, a plate displaying white, silver, or light grey letters and numbers on a black surface having every character indelibly inscribed on the surface or so attached that it cannot be readily detached. The plate may be made of cast or pressed metal with raised characters, or be a plate with separate characters attached, or be made of plastic with reverse engraved characters or foil characters.

An unbroken rectangular area on the surface of the vehicle may be used to display the mark, or if there is no flat area, an area which is almost flat.

More detail on the layout of registration marks for vehicles registered on or after 1 January 1973 may be found on [www.hms.o.gov.uk](http://www.hms.o.gov.uk)

## Wedding Register

### **An extra name to add to the growing list**

Kenny Cocker is adding his services to the TOC wedding list:

<b>NAME</b>	<b>TYPE OF CAR</b>	<b>AREA</b>
KENNY COCKER	1940 Light 12 Burgundy	Perth Dundee
	Avant-Garde 1956 Familiale Bleu marine	Tayside

**Tel: 01821 650436 Mobile: 07802 350622**



# tocprofile

## Representative of The Rest of the World, TOC-Wise



Graham Jones has been an active club member for more than 6 years and is currently a TOC Committee member. Having learned his way round Tractions with a 1953 Legère, he is now restoring a 1948 Normale to full glory. And he knows his way round Slough models too, helping an engineering-challenged local member with the tricky bits!

Graham is well-known for his prompt response and quick turnaround of problems. His love of all things Citroën has extended to buying a 2CV to commute 60 miles a day to work, when he specialises in

overtaking white vans!

Quiet and polite, but very friendly, Graham is always willing to listen to problems and help if he can. For a day job Graham is a planning engineer with PowerGen, the major national energy supplier. At work his colleagues know they can be confident he will listen to or explain details they are struggling with.

It was his suggestion that he become "Rest of the World" representative as he felt members outside England might need a point of contact, or someone to put forward an area of concern to the

committee on an overseas member's behalf, or to receive proxy votes for the AGM. His contact details are shown on the inside cover of Floating Power and email is probably the most convenient method, for those who use computers. Otherwise snail mail or telephone will reach him. Members in the rest of the world are in good hands.

*Graham Jones, Bakehouse Cottage,  
16 Church Street, Oadby, Leicestershire,  
England, LE2 5DB,  
Tel: 44 (0)116 272 0116  
Email: geejay@upaloft.co.uk*

## Club Member 74, Ted Gartland

# The car that's been motoring for 45 years... without a breakdown



**WHEN** Ted Gartland bought a Citroën, he was happy that he finally owned the car of his dreams even though it cost a whopping £250.

That was in 1956 – and Mr Gartland says that 45 years on the Traction Avant Big Six is going strong and has never broken down. The 92-year-old great-grandfather has driven it more than 130,000 miles on business trips and holidays with his wife Eleanor, 89, and son Trevor. He still takes the 2.8 litre car – top speed 85mph – out for pleasure trips several times

a year and says he would not swap it for the world. 'I wouldn't give tuppence for a modern car,' said Mr Gartland, of Minehead, Somerset. 'All those buttons to press, it's just not me.'

'When I take the Citroën out I have to lift the bonnet to operate the hand pump to fill up the carburettor. But once I'm inside I don't have to drive the car. It drives itself.'

His wife added: 'The car is Ted's baby. I don't drive now because I've got arthritis, but Ted never let me get at the wheel anyway. It's worked hard for us, that car. At one time it

was doing 500 miles a week and it never broke down.'

The Traction Avant – French for front-wheel drive – was manufactured between 1934 and 1957. Right-hand drive versions such as Mr Gartland's were made in Slough, Berkshire, and sold as the Light 15, Big 15 and Big Six.

Mr Gartland bought his Big Six when he was running a clothes-making business in London. His wife said: 'When he came back with it he was ever so happy, but we could never have guessed we would still have it all these years later.'



People's Choice - John aspinall's stunning 1935 7c Coupé

# 25th Annual Rally 2001

Wells, Somerset  
**by Ian & Wendy Nairn**

**After having to attend and report on the '98 Rally in a VW camper, and missing the last two, 2001 was to be the year for KUA 444 to renew acquaintance with the TOC crowd and the area where we attended our first rally 11 years ago at Glastonbury.**

A perhaps ambitious intention to cover the 400 mile journey from Edinburgh in one day saw us set off at 9.00 am on the Friday morning, with food packed for the evening barbecue in Somerset. Half an hour later, we were home again, pushing the ailing Citroën back into the garage and throwing everything into our everyday Twingo. There had been a moment's hesitation as to whether to abandon the whole weekend or not, but the decision to continue was later proved right.

Heavy showers and heavy traffic in the Midlands showed how over-optimistic I had been for travelling by Traction, but the modern car got us to the campsite in time to receive our registration pack from Lynda, partake of some scrumpy, and get the sausages on the barbecue. It was great to meet and chat with old friends again, but we had no sooner eaten than the heavens opened, and groups had to shelter under various awnings, although some youngsters continued to play ball undeterred! After appreciating the hospitality of the Simperts' tent for the remainder of the evening,, we returned to the dry comfort of our hotel, as Wendy

has now 'no spirit' for camping.

## CONVOYS

Saturday morning found everyone at Cheddar car park, lined up in three convoy groups to minimise local traffic disruption, and on time! A civic welcome was given by the local Council, and each car was presented with a 'goody' bag including a punnet of fresh strawberries and cartons of cream and yogurt, as they left on the convoy run, to be enjoyed on the picnic later.

The route had a spectacular start through Cheddar Gorge up to the plateau of the Mendips, then down to the Somerset levels, passing through typical small towns and villages of the area. These included Axbridge, where the mayor in full regalia,

waved cars through, and Glastonbury, where a stop was made to buy picnic provisions, before lining up in the recreation park near the centre of Wells.

The convoy route book was superbly detailed with little chance of anyone getting lost, ( although a few of us did miss the supermarket turn in first time) but John had even laid on motorcycle outriders to shepherd any stragglers or breakdowns. To add further interest to the run if wished, a sheet of 'treasure hunt' questions could be attempted - the one which sorted out the winners was to count the number of New Inns passed.

Although various special activities were on offer for the Saturday afternoon, our



Who is that masked man?





choice of touring the Cathedral 'high parts' was oversubscribed, so we latched on to a ground level tour instead, led by an enthusiastic and entertaining Cathedral 'friend'. Coffee & cake in the excellent Cathedral cafe, followed by a pleasant exploration of Wells centre on foot completed our afternoon.

**HURDY GURDY**

Coach transport was laid on from the campsite and from various points en route to the Saturday evening social event at the Draycott Village Hall, - but what a village hall. This was a brand new building, not even complete when John took the chance to book it, with excellent accommodation ensuring an enjoyable evening. After an impressive hot buffet at flower-decorated tables, (special thanks to Lynda), the Packhorse Ceilidh Band provided superb music for the Barn Dance. A caller ensured everyone had guidance for the variety of dances, and the band played musical breaks to let us cool down between by demonstrating their expertise on a hurdy-gurdy and the Auvergne pipes.

Despite the late night, driving tests started at 10.00am on Sunday morning although not attended by me - I don't think a Twingo would have been allowed to compete anyway, but the results were reported as:

**DRIVING TESTS**

**Short Wheelbase**

Winner *Bernie Shaw Legere OSW 627*  
 Runner Up *Paul de Felice Light 15 HNT 968*

**Long Wheelbase**

Winner *Peter Riggs Normale USV 566*  
 Runner Up *Graham Jones Normale GSL 119*

**Overall Winner**

*Bernie Shaw*

**Ladies Award**

*Helen Shelly Normale JSK 192*

Special arrangements had been made for the Rally to assemble on the Cathedral Green directly in front of Wells Cathedral, and a fine display of 56 Tractions were admired by members and visitors, including the mayor who spent some time checking them out before presenting the concours prizes at the close of the rally.

Tony Hodgekiss seemed just as delighted with his 'Least Attraction' award as multiple winner John Aspinall with his 'People's Choice' beautifully restored coupe.

We were lucky enough to sneak the Twingo onto the Green and hide it behind the trade displays, although after sterling service allowing attendance at both an ICCCR and TOC National, it probably deserves a pair of honorary chevrons!

To complete our personal misfortune, the car suffered a break-in in the hotel car park on the Saturday night, and the traction strip down has so far confirmed one holed piston, but the trip was still worth making; we thoroughly enjoyed meeting old friends and seeing new places on an expertly organised and successful rally. Many thanks to John and Lynda Osborne for all their efforts, it will be a hard act to follow.



*Allo! Allo! Allo! Dante Mansi meets with another "officer of the looer" at Wells to add to his collection of close encounters.*

*The Boyds Brothers identical Tractions*



**Congratulations to  
 PARIS CARS - REDDITCH**

For successes by cars prepared for the TOC Annual Rally, Wells, June 2001

- Best Car of the Show** - John Aspinall 1935 7c Coupé
- Best Car of the Show Runner up** - David Boyd 1956 11B Normale
- Best Pre War Car** - John Aspinall 1935 7c Coupé
- Best Post War Car** - David Boyd 1956 11B Normale
- Midland Trophy** - David Boyd 1956 11B Normale
- Peoples Choice** - John Aspinall 1935 7c Coupé
- Special Commendation** - Malcolm Boyd 1954 11B Normale

Paris Cars, Tel: 01527 89 4599, Fax: 01527 89 2134  
*"Raising the Standards"*

# tocgallery

*Floating  
Power*

Seen at Wells



CITROPOLIS

Compétition : les grands pilotes de la DS

Numéro 24 / 15 novembre 2000 - 15 janvier 2001

Prix 30 F (2000)

# CITROPOLIS

BELGIQUE : 200 BEF - 4,57 EUROS - ESPAGNE : 90 ESP - OCM : 30 FRF - LUXEMBOURG : 200 LUF

CLUBS

Hommage à l'Euro SM



Journal exclusif de l'équipage 129

## TRACBAR DUNDEE 2000



www.citropolis.fr  
M 1317 - 24 - 30,00 F - RD  
CODIR M1317

Part 1

# Tracbar Dundee 2000

If you thought that visiting the ICCR in USA next year is a bit daunting, spare a thought for those brave souls who attacked Tracbar Dundee last year. Terence McAuley has translated the

whole article which appeared in Citropolis No24 Nov 15 2000 - Jan 15 2001 to give us a real taste of excitement. Part II next month.



# Tracbar Dundee 2000

**Doctor Quettelec is an old friend of Citropolis, and as such, he was kind enough to become a correspondent for the amazing Traction Dundee 2000. Here is his diary of the trip, written day by day, something to give you a great desire to set forth by Traction.**

First, to present the members of team 129: There were three of us: My two sons, Vincent (21) and Maxime (17), and myself (47). Our car is a 1955 11C, prepared by myself, with the invaluable help of a mechanic friend, Jean. I take the opportunity to thank him, and promise that, if one day I set off on another "raid" like this, I will take him! Final detail, I was the expedition medic.

**Friday 28 July - Saturday 29 July**  
Roissy (Airport) 11 am. Here we are, about to set off, meeting up with all the "Dundeers", we already know a few, thanks to the preparatory meetings at Royat. 12.30, departure in a Malaysian Airlines Jumbo. First surprise, the corners of the headrests of our seats have the Traction logo on them!

It's a very long flight, over 23 hours, with a stop at Kuala Lumpur, we arrive in Perth on the 29th at 3 p.m. At the airport, Eric

Maorset and Stephane Laguna are waiting with two buses to take us to Kings Hotel. In the foyer is 001, the 1938 11BL of Jean-Jaques Yuard.

On the way through, Perth appears to be a rather green town with plenty of Eucalyptus and Palm trees and despite the overcast day, the sense of difference is sharp - apart from the fact that pigeons have been replaced by pink parrots! This evening we will not see our Traction, everyone is tired and soon in bed after the buffet.

**Sunday 30 July - Monday 31 July**  
We spend these two days resting at Kings Hotel. The Traction are in a covered car park 300 metres from the hotel. From Sunday morning the teams are to be found here, putting on the logos of the expedition and individual sponsors, and carrying out mechanical work. Certainly, there are already

problems to sort out: on car 012 of Thierry and Bernard, the gearbox is taken off and worked on over the two days. Personally, my car arrived with the driver's door glass fallen down in the door. Taking it apart, it is apparent that the last centimetre of the channel is broken at one end, probably a result of vibration on an already fragile part, which I find at the bottom of the door. Despite putting a mark on the frame so as not to lower the winder too far, in the heat, I let it fall and have to put it back more than a dozen times during the month!

These two days are also used to look around the town and do a little shopping. We have already photographed many exotic species of birds and note that, as will be the case throughout the "raid", the very varied wildlife can be easily appreciated. Try that in France with a songbird or a wild rabbit!

On the Monday, we are kitted out with hats and shirts bearing the rally logo provided by our sponsor, Jacaru. The men have beige shirts, but ladies blue and the organisers red - at the end of the rally we will be able to buy additional shirts in these colours. On Monday we also had the first rally briefing, during which a policeman came to talk about driving in Australia, and particularly about driving in the bush.

## **Tuesday 1st August**

The official departure from Perth. It is amazing that there are some French people in the area who have come out to see us off. At the buffet, there is even a Breton making Crepes!

At 2 pm we are waved away by the French honorary consul and the Mayor of



*In Perth, the first turn of the wheel for our cars. Here the pigeons have been replaced by pink parrots!*





*In York, a small town in "American Wild-West" style, car 111 has big problems. It is using a huge amount of oil and the engine threatens to seize at any moment.*

Perth. We are thrilled that we are setting off to fulfil the dream that we have had for two years, but a little apprehensive about what lies ahead.

The first stage is short, some sixty kilometres. We reach Freemantle on the west coast of Australia. A group photo and a walk on the beach of the Indian Ocean. In the car park we meet several Citroënistes in their 2CV's. Coming from all countries, they are also participating in an Australian "raid". We shall meet them again at Uluru (Ayers Rock). First camping night, frightful, force 8 gale and rain. The Bretons among us feel right at home.

#### **Wednesday 2 August**

Waking up and getting up are difficult, breakfast from 7 to 8, take down the tents in the storm and leave at 9. Today we are driving on tarmac, we see our first sign "Beware of Kangaroos". Sadly, no living Kangaroos are to be seen - only several corpses which litter the side of the road. At noon we arrive at York, the small town built in the style of the American Wild West. This is also where we will camp. We have lunch in a New Orleans style pub.

In the afternoon, we visit the very interesting Peter Briggs car museum. Team 111 have big problems. It is using a

huge amount of oil and the engine threatens to seize at any moment. After examination by technical support, a change of engine is planned for the 4th and 5th of August at Kalgoorlie, where there is a rest day.

Meanwhile, Armand must nurse the beast, leave early and arrive late!

#### **Thursday 3 August**

Again, getting up is difficult, during the night the temperature dropped to -2°C and there is ice on the tents! Here it is the end of winter, and if the days are pleasant, the nights are still very cold. But, as Eric assures us, we are at the south and as our route takes us north, towards the tropics, that will sort itself out. The departure and journey are without problems and the 250 km are rapidly covered. We reach the bush, the road is still tarmac but is often down to a single lane. Meeting and overtaking is done half on the asphalt and half on the unsurfaced roadside. The evening stop is at Wave Rock. This enormous wave of stone, a freak of nature about 10m high runs for several hundred metres, is the first magical place in Australia that we discover. As soon as the cars are parked and the tents put up, the "punters" set about visiting the site. The clambering



*Wave Rock. This enormous wave of stone, a freak of nature about 10m high runs for several hundred metres, is the first magical place in Australia that we discover.*

about is not without risk, however, and we have a badly twisted knee for Avril (car 040) which needs 10 days in a splint and as well as my care, that of the team's physiotherapist, François (car 135). From the top of Wave Rock, there is the bush as far as the eye can see. Tomorrow we go off-road.

#### **Friday 4 August**

368 km to Kalgoorlie, of which 140 km is unsurfaced red sandy track. Driving on the track is startling, but we soon get used to it. The ideal speed is 80/90 kph, below that speed the car "patters" terribly. All along the roadside are the same litter of corpses of Kangaroos and Emus in all stages of decomposition, often with enormous eagles on them enjoying a meal! Some Emus appear in the countryside and even at the side of the road, but still no Kangaroos. The days are very short and we reach the gold-mining town just as night falls.



*At Uluru (Ayers Rock), in Aborigine territory, we discover the Aga hills, a superb red-coloured massif which stands out against the blue of the sky.*



"Big Red" is the first large dune of red sand, the entrance to the Simpson desert. Four Tractions succeed in getting up it.



We are welcomed officially by the local deputy and his wife, Francis and Michelle. The latter gives us a long speech, in the language of notiere, about the town and what the region and her own life story. Tonight and tomorrow night we will sleep in a motel with real baths!

#### **Saturday 5 August**

It's the first rest day. No travelling today for the teams. Time to service and sort out the cars after this first bout of unsurfaced road and before the long stretches of track which lie before us to Uluru. From 8 am the drivers and the technical assistance are hard at work changing the engine on car 111, famous on "radio tracbar" as "one-one-one". Kalgoorlie is a mining town. The mines are huge open-cast quarries. From the top of the crater several km wide, the view is amazing, the enormous stone lorries seem like ants. Yesterday evening, during her address, Michelle told us that one of the features of Kalgoorlie is the presence of brothels, at first clandestine, then legalised, and still active today. Here such places are known as "French Houses", perhaps a reply to the "capore anglaise"? There is even a brothel museum: the club 181, which had a large delegation from the Tracbar!

#### **Sunday 6 August**

Rain. All the freshly serviced Tractions took to the track again, into the Victoria Desert. Under the lashing rain, all the cars are covered in a layer of red which they keep all the way to the Pacific. On bodywork as on clothes, the red dust is remarkable sticky.

At noon, after 201 km, we stop for lunch at the Grand Hotel, Quite an event for the gold prospector's hotel stuck out in the desert. We met the last local gold prospectors, a couple aged 78, both

sipping their beers by the fire. They showed us some of the numerous nuggets which they had found during their long life.

This evening the rains stops. We set up camp at Laverton Downs Station. This is a farm where about a dozen people live, and who welcome travellers passing through. It is also a sheep shearing station - empty during our visit. Behind the farm is a landing strip for the "Flying Doctors". The Royal Flying Doctors is made up of volunteer Doctors who, at the control of their little planes, come to the aid of people isolated in the outback.

It is a real Ambulance Service catering for everything from flu to terminal illnesses, from childbirth to transporting people for emergency operations. It is right that we should pay our respects to them. We have the stickers of their organisation on our Traction and the organisers hope to be able to help them. We pitch our tents at the side of the road on a soil as red as earth of the 370 km covered today.

#### **Monday 7 August**

Back on the track. From now until Uluru we are in aborigine country. The rally had to obtain permission to cross this area. The conditions are strict. No sudden stops on the way, no photos, no alcohol visible in the cars or at the stops. Despite the constraints, driving in the outback is truly intoxicating and the behaviour of our Traction is astounding, particularly when you consider that they were designed over 66 years ago! We drive through clouds of the red dust which gets everywhere, including the luggage: everything is uniformly red. The only defence is to put each back into a dustbin sack well tied up. The surface is hard on the cars and we have our first problem with a hole in the petrol tank.

Fortunately, in the roadhouses they sell epoxy 2 pack to stop up petrol tanks. Jean-Pierre (car 004) had the same problem in 98 with his 15/6, and the problem is quickly sorted. We keep the epoxy in the glove-box because, machine-gunned by the gravel, the patches need frequent replacement. I end up with 3 different holes in my petrol-tank. The evening stop is the Tjukayirla Road House where we camp. This is the most isolated station in Australia, nearest neighbour is 450 km away. Also, the flu bug occupies our evenings, with new victims each day.

#### **Tuesday 8 August**

Another track stage of 479 km. We are going through magnificent countryside, seeing the bush in all its splendour. In the red soil grow a number of trees and bushes and magnificent desert flowers, as much in the winter as in the humid summer. The road surface keeps causing damage and Ed and Dan have more exhausts to weld up. This evening's halt is at the Warrakana Road House - this place is so isolated that the supplies for the Tracbar arrive by aeroplane. As there is no one here to prepare our meal, so four cars went on ahead this morning to get dinner ready. It will also be necessary to prepare breakfast tomorrow morning...

#### **Wednesday 9 August**

340 km of difficult track, but at the end the reward: Uluru (Ayers Rock)! We are still in Aborigine territory and the restrictions remain, and we try to conform to them....

At the end of the afternoon, on our left we discover the Olga Hills, a superb red-colour massif, which stands out against the blue of the sky. Originally, these massifs formed a single monolith which has been broken down by erosion. They have the same geological origin as Uluru.



Some dozens of kilometres further on, Uluru appears. The sacred rock, an enormous monolith 3 km long and 10 km in circumference, 348 m high. We spend two nights at the resort of Ayers Rock. The resort is a complex comprising hotel, shops, banks, restaurants etc, grouped some distance from the site itself. This intelligent arrangement allows this magnificent site to be preserved intact. However, despite the magical character of the place, over the 24 hours we are here, we have the sense of being at the local "Mont St Michel", with its multitude of coaches and cars. This is the only place on the whole trip where we have this feeling.

**Thursday 10 August**

While the open-air workshop of Ed, Dan and Andrew continues to perform daily miracles, we go to the foot of the rock, (after paying a fee of \$16.20 for unlimited 3 day pass).

The more courageous set about the ascent of the rock - this is very physical and takes a good three-quarters of an hour to climb, with the help of a safety chain to grip on to for the first part. At the summit, the effort is quickly forgotten in the face of a panorama of the bush for over 100 km around! Unforgettable! Then, we have to descend, carefully for the worst part, but Eric descends at full gallop, which causes an Australian who is coming down with me to ask "How do you say crazy in French?"

Once down, we get together for the group photo at the parking area 5 km away. We must be quick and on time as Karim has hired a helicopter to take aerial photos of the moment for the video. Some of the 2 CV's from the raid on Cap York have joined us, notably Lorraine from Brest. We immortalise the two cars from Brittany and their teams. A small group remains behind to see the sunset, reputedly magical, over the rock. Alas, clouds deprive us of the spectacle.

**Friday 11 August**

We take to the road again. Today Elise and Bruno Leroux from "La Vie de L'Auto" who have been with us since Perth, are leaving us. Today is a link stage set out by Eric this morning as the longest and most uncomfortable of the run: 590 km on tarmac as far as Cadney Park. It is time for ease of running we unanimously prefer the unsurfaced track. However, the countryside is always majestic, and we see wild horses, cows, sheep, great red kangaroos, eagles, parrots etc. We also meet several road trains, these legendary Australian trucks: 3 or 4 trailers, up to 62 wheels, 58 metres long. They travel at 90-100 kph

and take 700 to 800 m to stop. Needless to say, we slow down carefully when we meet them. Our overnight stop Cadney Park Road House is a halt for these monsters. When we arrive, there is a BP Tanker road train, 58 m long. We line up 13 Traction to make up this length! It is the object of many photos, and a long pan shot for our video team. During the evening several of these rigs stop in front of the camp, including a cattle transporter containing 235 cows! Car 012 has run a big end today, the engine will be changed during the night by the team and the mechanics.

**Saturday 12 August**

Easy run, small stage. 150 km on tarmac on the Steward Highway as far as Coober-Pedy. A short road in a stony desert absolutely flat and dry, the usual vegetation of the bush has disappeared. We are in the land of Road Trains which are very numerous. Our destination today is Coober-Pedy, the world Opal capital. Approaching Coober-Pedy the countryside changes, everywhere there are innumerable white pyramids. These are the spoil heaps of the mine workings - each pyramid corresponds to a hole. In the summer here it is over 50o in the shade, so 65% of the population live underground, in furnished mines or real troglodyte houses. The miners are adventurers, coming from many countries; the Mayor is Greek, which is one of the main communities in the town and they welcome us to their social hall

for our evening meal. Meanwhile, we all meet up on the "Break Away" the famous desert lunar landscape where several "Mad Max" films were made. Under the eye of the cameras, the Traction went for a spin round this famous site.

**Sunday 13 August**

Today, rest day at Coober-Pedy, mechanical fettling and visits to the town and the Opal mines. Everyone tries their luck in the Opal fields, but latest information is that we do not have any new millionaires among us! This even our Greek friends make lamb kebabs for us: delicious!"

**Monday 14 August**

Today, we follow a difficult and stony track for 374 km. At half way we have our lunch-time picnic at the pub at Williams Creek. The pub is covered with visiting cards and student cards from all over the world. Vincent, Marianne and several other young people also leave student or school cards. If you are passing one day, look out for them! At William Creek, there is, apart from the service station, a small airfield for air-taxis and a surreal signpost showing the distance from Paris: 14950, London: 15340, Tokyo: 7085, Los Angeles: 7595, etc. After 279 km we reach the bank of Lake Eyre. This is an immense salt lake, usually dry - this winter it was filled up for the first time since 1970.

*Next thrilling episode in the October/November issue of Floating Power. Ed*



*No doubt about it: at William Creek we are in the middle of nowhere!*



by David Conway

# ICCCR USA - Questions Answered

## **What is the ICCCR?**

The ICCCR is the International Citroën Car Club Rally.

## **When and Where will the 12th ICCCR be held?**

The 12th ICCCR will be held in Amherst, Massachusetts, USA, August 9, 10 and 11, 2002

## **Where is Amherst?**

Amherst is located in the centre of the state of Massachusetts, in the Northeast section of the USA. Driving distance from New York City is 170 miles, from Boston, 120 miles.

## **Can I attend with my Citroën?**

Yes, arrangements are being made to ship your car from Europe to New York City. Panhard Automobiles and BFG Motos are also invited to participate.

## **Are all Citroën Cars allowed into the USA?**

Yes, Foreign Nationals travelling to the US, as tourists, can import any car, as long as it is their personal vehicle, and use it during their visit to North America.

## **How much will the shipping cost?**

The ICCCR is in final negotiations and will soon be able to announce the Tariff and the price will be close to our original estimate of approximately \$1,000 to \$1,500 round trip, depending upon your port of departure.

## **Who will handle the cars?**

Our shipping agent and their personnel are experienced in the handling of Citroën cars and other classic automobiles and your car will be handled by a professional. The actual loading and unloading onto the roll-on/roll-off automobile carrier ship is done by port personnel, but they will be under our technical supervision.

## **When do I need to have my car at the port for departure?**

The third or fourth week of July, 2002. Date will be finalised with Shipping Line.

## **How long does shipping take?**

Shipping from Europe to New York takes 10 to 14 days.

## **Where will I pick up my car in New York?**

The cars arrive at Port Elizabeth, which is actually in New Jersey. The port is located adjacent to Newark International Airport so, you may want to look for a flight to Newark International, which is one of the three major airports serving New York City.

## **How will I get to New York?**

The ICCCR is looking at a variety of airline options but airfares are very

competitive on the Internet and with travel consolidators. You should start looking for a good price now. Do not leave it till the last minute.

## **Where will I stay in New York?**

We do recommend that you stay at least your first night in New York City to overcome the effects of the flight and jet lag, of course you can stay longer and enjoy the sights of the Big Apple. You can find hotel information by clicking the links button on the 12th ICCCR website: [www.icccr.org](http://www.icccr.org)

## **What about accommodation at the ICCCR?**

You have your choice of accommodation in student housing, which is very reasonable, or in local hotels and you may book these accommodations on the 12th ICCCR registration form.

## **Can I Camp?**

Camping is not permitted at the ICCCR site, so we are recommending the student housing while you are at the ICCCR, the camaraderie will be great, like a Citroën University, but you can certainly camp during the rest of your vacation in the USA.

## **What is Raid Montreal?**

The ICCCR will be followed by Raid Montreal and a final gala dinner at the top of Mont Royal, Montreal. You may take a leisurely drive to Montreal, stopping en route in the beautiful state of Vermont, or you may proceed directly to Montreal. The Gala dinner will be held Wednesday evening August 14.

## **How far is it from Amherst to Montreal?**

Montreal is 250 miles from Amherst, so you can do it in one day or stop and stay overnight in the Vermont countryside.

## **How do I register for the ICCCR and Raid Montreal and sign up for the gala dinners?**

A registration form is available at [www.icccr.org](http://www.icccr.org)

## **How do I pay the registration fee and sign up for the gala dinners?**

The registration fees and payment for the Gala dinners can be made by credit card. You can fax your completed registration form to the 12th ICCCR dedicated fax line 1-617-742-6603. You can make your accommodation choice for Montreal on the same form.

## **Why pay by credit card?**

Payment by credit card simplifies currency transfer to the USA at no charge to you. Hotels and other accommodations in the USA can only be booked with a credit

card, so a credit card is a must for travel in North America. These are secure transactions. Telephone and fax payments by credit card are the everyday method of business in the USA.

## **When should I register?**

You should register as soon as possible to assure your place in the accommodation of your choice and to be sure to get a place at the Gala Dinners.

## **When will my credit card be debited?**

The ICCCR will debit your card for the registration fees and Gala dinners in the month that we receive your registration, it is as if you were buying a ticket to the event. The cost of the student rooms will be debited in June or July 2002. Hotels will bill you as per your arrival date.

## **How will I know that you have received my registration?**

You will be sent a numbered receipt outlining the Registration fees, Gala Dinners and Accommodation that you have requested. You should verify that the information is correct.

## **Last year I sent a form to the 12th ICCCR indicating my desire to participate. Was this the registration form?**

No, the form you sent was the official survey, which has helped us to know who will be coming, but now you need to send in the official registration form and pay the registration fees to be officially registered.

## **What will I do after Montreal?**

You may enjoy a vacation in North America, of course because of the distances involved we would suggest that you limit your touring to the Quebec, New England, and New York City area. Note: A round tour could be made from Montreal to Niagara Falls (420 miles) and back to Boston (470 miles) or New York (409 miles)

## **On what date will my car need to return to New York for shipping home?**

To accommodate your vacation in North America we are offering three return dates at the end of August and the beginning of September. These dates are approximate at this moment but you may return after 2, 3 or 4 weeks.

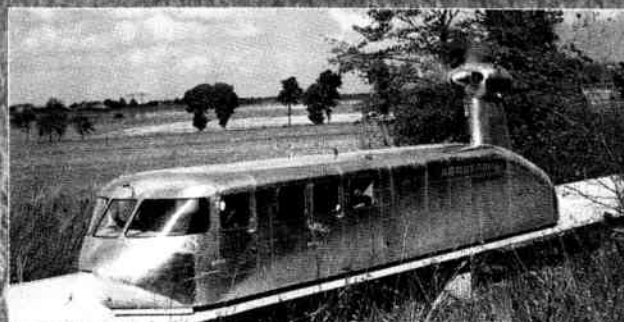
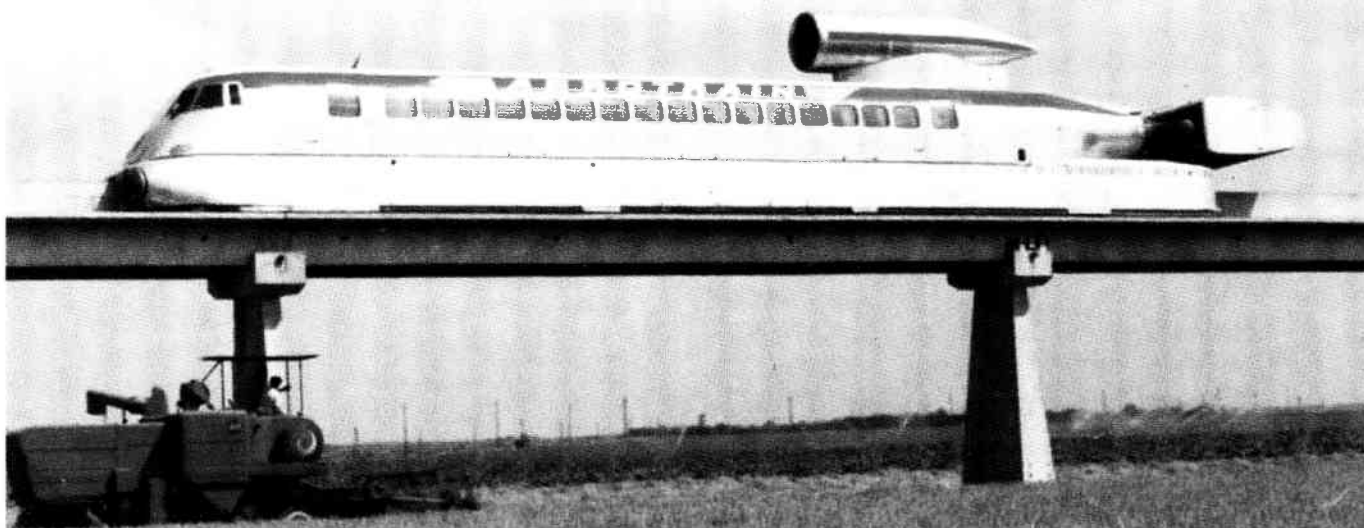
## **If I do not have access to the Internet, where can I get an application form?**

Send a stamped addressed envelope to: C David Conway, 152, Barkham Road, Wokingham, Berks.

Or contact Graham Pitcher 0208 360 9192

Following our report on Retromobile 2000 in the March/April 2001 issue of Floating Power, this article is reprinted from Top Gear April 2001

## BLAST FROM THE PAST



Amongst the Bugattis, Delahayes and Hispano Suizas at the Retromobile classic car show in Paris last month, the largest crowd was clustered around what looked like a pair of oversized *Thunderbirds* props. These were the remaining Aérotrain prototypes, the creations of French inventor Jean Bertin that were built in the '60s in response to plans for a high-speed transport link across France. Aérotrain 01 was ready for testing by the end of '65, appearing not dissimilar to a rivetted and polished aluminium Airstream caravan complete with a propeller on top. It packed six seats from a Citroen DS, plus a pair of 50bhp engines, from Renault Gordini, driving fans that levitated it 3mm above a raised track, gliding along on the same principle as a hovercraft. Alongside the 260bhp aircraft engine that propelled it, an auxiliary rocket was later added that saw it reach 188mph.

The two-seater Aérotrain 02 moved the game on even further in '67, boasting both a precariously-attached Pratt & Whitney jet engine and a rocket booster to top out at 262mph. The ultimate Aérotrain arrived two years later in the awesome shape of the I-80. This could carry 80 passengers at recorded speeds of up to 267mph in jet-powered form, going on to take a total of 2,900 passengers on full-thrust demonstration runs up to '74. Sadly, in September '75, the French government opted for the TGV rail network instead, and 58-year-old Bertin died from a brain tumour in December of the same year. While the I-80 was subsequently destroyed by a fire in its storage hangar in '92, the freshly-restored Aérotrain 01 and 02 now stand as monuments to their inventor's vision. The concrete, raised test rail also still snakes 11 miles across the countryside near Orléans in central France

# tocsection scene

## Scottish section

A fairly quiet summer in Scotland, as elsewhere, with so many events being cancelled early on due to "foot and mouth".

Having said that, new Traction are appearing in Scotland at a steady pace which is very exciting. Robert Wilson from Dennistoun, Glasgow with a French Normale and Simon Hill is awaiting delivery of a project from Steve Southgate. We will await with anticipation ...

The Citroën Car Club held their annual rally at Stirling at the beginning of August and although the weather was mixed, all-in-all it was fairly kind.

A number of Scottish Traction were in attendance as well as two from South of the Border

Best Traction went to AST 496, along with best restoration.

There was also a Traction with "for sale" sign from south of Edinburgh which seemed to generate quite a bit of interest so that may change hands in the near future.

Simon Hill and John Herd are new to the delights (if that's the appropriate word) of the world of Traction and Tractionists so we wish them well with their respective projects.

Ian Nairn and Kenny Cocker entered the RSAC run on August 19th starting from Glasgow and heading up Loch Lomondside to Arrochar, it is always a very pleasant day out.

Next Citroën event is Andy Burnetts Aboyne weekend (22/23 Sept) not too late to enter (01339-886290).

Hoping to organise a get-together for Scottish Section members before the end of the year - details next time.

*Ken Cocker <ken@hillfoot.fsnet.co.uk>*

## South Midlands section

We have just had the special lobster lunch at the Crooked Billet in Stoke Row near Henley on Thames. This is a tiny pub, hidden down a long narrow lane in leafy Oxfordshire, and favoured by clients from miles around (including Kate Winslet for her wedding reception). The reason for the visit was a mini section outing, and Peter & Christine Standing were amazed to discover the resident Normale. Sadly restoration seems a dim prospect. The H-Van on the other hand looks like a runner.



By the time this edition of Floating Power is out I should have attended the Steam Rally at Woodcote, where they use the term traction for an entirely different form of transport.

Next year's Spring Meeting will start at the White Horse Hill near Uffington (between Swindon, Wantage and Abingdon). There is a good walk from the car park to the famous White Horse, and the views are spectacular. Lunch will be at the White Horse Inn in Woolstone (at the foot of the hill). Then we shall probably visit Ashdown House, a National Trust property nearby. Further details nearer the event, but the date I have in mind is Saturday 27th April 2002.

*Robin Dyke*

## West of England section

The visit to Bristol Docks in April achieved a reasonable turnout considering that there had been a threat that volunteers would be selected to help at the Annual Rally! In May we met at The Inn in Freshford near Bath and enjoyed our lunch sitting in the garden in bright spring sunshine. After lunch we visited the gardens at Iford Manor, which are Italianate in style and beautifully situated overlooking the Frome valley. Despite some heavy showers at the end of the afternoon it was a very pleasant event.

June saw some mild panic setting in as the Annual Rally crept inexorably nearer. We had a final planning meeting in Westbury-sub-Mendip early in the month at which large quantities of strawberries were consumed and arrangements finalised. I leave verdicts on the Rally itself to those who attended!

One spin-off from the press releases for the Rally, other than local press and radio, was the article that appeared in the Western Daily Press and the Daily Mail about our oldest member Ted Gartland who lives at Minehead (see page 7). Unfortunately, Ted was unable to make it to the Rally but he has certainly done his bit to raise the profile of the TOC.

There was no meeting in July due to the proximity of the Brittany Rally but August saw the re-introduction of the Minchinhampton Common picnic, masterminded by Maureen and Dennis Ryland. Needless to say, the weather had other ideas! Never let it be said that TOC members give up easily and certainly not for something as trivial as the weather. Dennis got out his broom and cleared a space in his workshop; by lunchtime we were all tucking in to the wonderful spread that Maureen had produced surrounded by the entrails of various tractions. Something close to heaven. There was an excellent turn-out despite the weather so many thanks to the Rylands for coming up trumps.

The September meeting is at the Tredegar House Rally in aid of Leukaemia Research on Sunday 16th September (note that this is one week later than our usual meeting date). In October we plan to visit Berkeley Castle.

*John Ogborne, 01749 870501, jogborne@compuserve.com*

## Peak section

What have we been up to this Year? We had a superb day for the annual Peak Historic Car Run in June which covered roads around Derbyshire that we had never travelled on before. Congratulations to David Gardner who won an award for his driving skills (no one seems to know what they are judging or when!).

In August we had our Annual Boules Contest - well done to Phil Wild who took the Cup home. We were all really pleased to see Richard & Carole Carlin in their Normale. They have had a long wait for it as it was being restored but they now have a lovely car. What's coming up for the rest of the year?

Our meeting on **October 7th** will be a scenic run. We will meet near Matlock at 11.00 and end up at our usual pub for lunch. In the afternoon there may be a visit to a local Motorbike Museum if enough people are interested.

**December 2nd** could well see a Citroën Christmas quiz so do brush up and read all your books on André and Citroëns!

We will have our Christmas Lunch in February as usual.

Want to know more about any of these events? Then phone us on 01629 582154 or email [peak.toc@virgin.net](mailto:peak.toc@virgin.net).

*John & Bev Oates.*



*Tractions gathered for lunch at Bibendum in the Fulham Road (which is the old Michelin Factory) Sunday 26th August 2001*

## London section

The 26th August saw various members meet up to have their cars photographed outside the Michelin Tyre Factory at 81 Fulham Road SW3 to celebrate the club's 25 years and then to partake in a light lunch in the Bibendum restaurant.

There were 7 Tractions in attendance plus the Michelin Man in place of honour all spruced up and adorning my overider. Alec Bilney provided the 25 years boards and 16 members sat down to a most enjoyable meal.

We sat inside the downstairs restaurant along with an H Van and I think a 2CV Campionette. Although the sun did not shine it was dry whilst the photos were being taken, everyone brought cameras with them so hopefully a good photo memory has been put together by all concerned.

The Art-deco building ex factory, now restaurant and shop houses many tiles of the pre-war racing cars of the 1900's, twenties and thirties. It was during this time you could drive in from the street and have your tyres fitted.

The factory was situated at the back and the offices were above and directly behind the tiled front was a glass domed roof which also provided natural light into the interior.

I am led to understand that prior to Sir Terence Conran taking over the building, plans were afoot to demolish the front or at least to change the facade and turn it into a hotel.

Hopefully from the photos you can see that we Tractionists could have lost part of our heritage.

Last but not least I personally would like to express my thanks to the staff of Bibendum for making our visit most enjoyable and also to Graham Williams and John Brown for their help and enthusiasm in making it possible.

*Graham & Margaret Pitcher*



# to correspondance

## SOUTH AFRICA SPARES

I notice in recent issues of Floating Power the ongoing discussions regarding the spares haul in South Africa. I wonder if I could make a suggestion.

Perhaps a giant sale of the parts could be arranged shortly after their arrival in the UK. This event, which might take place over a weekend would have two very useful effects. The first is that members could acquire rust free parts for their cars, which after all is one of the aims of the club. The second is that the storage space required for the parts would be greatly reduced as a large quantity of the parts would be distributed to members.


I for one would be most interested to travel to such an event to pick up those hard to get parts. It would be even better if a complete list of what is available could be prepared but perhaps that is unreasonable given the huge amount of work involved.

I hope this suggestion could be forwarded to the relevant members of the committee for consideration.

Yours sincerely,

*Richard Sheil (Member 1675), Dublin*


*P.S many thanks for publishing the recent article on my Tracting experiences in Ireland.*

 *Good Suggestion Richard, The committe is considering this possibility. Ed*

## OSH

Not too many traction owners realize the reason behind the high level of enthusiasm here in the South Midlands Section. Not only is Hook Norton the centre of the civilized universe, but until recently Abingdon was the only source of OSH. This latter lubricant is guaranteed to ensure the smooth running of a Traction owner in almost any condition. What worries us now is that OSH is appearing in other parts of the country. It is rumoured that the London Section can obtain supplies at the Salisbury Arms in Winchmore Hill.

*Robin Dyke*

 *Someone has been drinking too much Old Speckled Hen. Ed*

## FINALLY SEEING SENSE

A friend of mine (a former Citroën mechanic who served his time on Tractions) has finally seen sense and decided to replace his Austin Healey 3000 with a Light 15/Big 15/ Big 6. It is a MK II A tri-carb model in British Racing Green over Old English White and is left-hand drive with 90,000 miles on the clock. If anyone with such a Traction is contemplating a move to something with two seats please let me know and I can put you in touch. (01821 - 650436) or e-mail : ken@hillfoot.fsnet.co.uk"

*Regards*

*Kenny Cocker*

## CHASING CONNERY

In response to Gordon Harrison's letter can I nominate "From Russia with Love" for ^^ - since the Bulgarian "baddies" were chasing 007 (in a Rolls) in a what looked like a LHD Legere small boot LT15. One of the baddies got killed in the car which was dumped outside the Belgian embassy.

*Best Regards*

*Dougie Lawson*

## FRENCH OR ENGLISH BADGES

Last year on a visit to Andy Burnett's I noticed that one of his cars awaiting restoration had a damaged enamel badge fitted to a rear wing.

I have seen this type of badge occasionally in FP and other publications but have never been clear as to what model they were originally fitted, French or English ?

I borrowed the badge from Andy and had it restored for him, and a copy made for myself.

Fifty millimetres round with a chrome Citroën in a gothic style and border proud on a patterned red enamel base, they look splendid.

I have fitted mine to the boss of the Bluemels wheel on my Light 15, and Andy now has his fitted to his Big 15 steering wheel.

I can get more copies made if required, I am not out to make a profit but a contribution to my artwork costs would price them at £65.00 each, or less depending quantity.

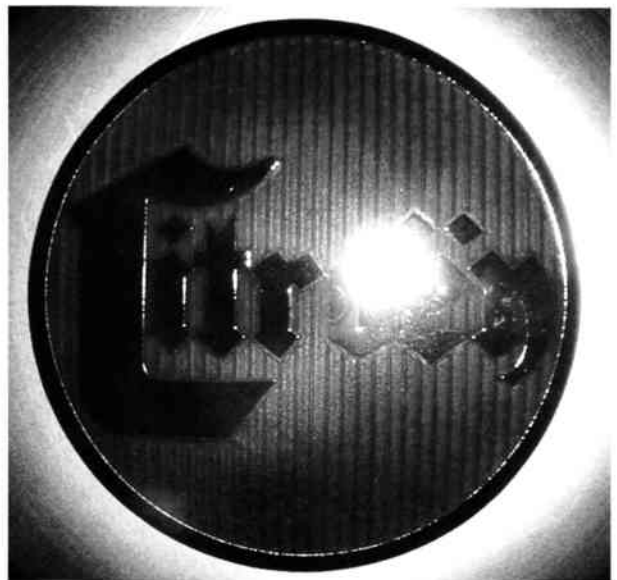
A little extravagant I know, but the machining and enamel quality really is first class.

They would also make a great centre piece for a new trophy !

*If interested please contact me on 013397 42272 or,*

*Email: frank-grant@lineone.net*

*Frank Grant*



**to**helpline

0870 012 2002

from abroad

0044 115 911 0960





## WINGS & CONNECTIONS

It's time to renew my membership again. I am pleased to do so, not least because of the pleasure I get when Floating Power appears in my mailbox. In three years or so of membership I've not yet contributed to this excellent magazine. It's time to fix that as I owe a belated thanks to John Gillard, Dennis Ryland and Jonathon Howard. This goes back an embarrassingly long way to a couple of occasions when I found myself in pain.

The first opportunity for my gratitude results from my Traction's MOT failure a couple of years ago. The garage initially tried to fail it for having the number plate on the wrong side but after a robust defence on my part and serious study of the rulebook on theirs they gave in. Instead they got me on excessive play in the steering rack inner joints and I could not argue that one. Calls to John Gillard and Dennis Ryland informed me that new racks were expensive, rare, difficult to install and not necessary. Dennis patiently explained what I had to do to fix what I had and John called me back as I was doing it which also a great help. The next day the car was leaving the MOT garage with a new ticket and I could still afford lunch.

I also found myself in trouble when I broke the crown wheel and pinion. I had some great conversations with TOC members who no longer had a gearbox for sale but knew someone who might. Unable to locate a usable replacement, and unwilling to fork out for a better-than-new reconditioned item I drove down to Depanoto and picked up two scrap but complete gearboxes, together with a load of other knickknacks. One of them had a crown wheel and pinion that was hardly used. With the advice I received from Messrs. Gillard, Howard and Ryland I was pretty confident that I could make a reasonable gearbox from the three that I now had. I used an assortment of new components from both Dennis and Depanoto but still ended up having to reuse a bearing from my original box. It took several evenings in the garage stripping, cleaning, inspecting assembling and setting everything. But, eventually, it came to pass, just in time for the Amberly Museum Cobweb Run, that the Normale was back together and running nicely.

My advice to anyone who experiences a new crisis in their Traction is to talk to someone who has already had a similar crisis. When I first got mine my mentor in Tractioning was Les Budgen who sadly died before I broke anything serious. I am currently unable to break anything at all being separated from my Normale by nearly 6000 miles. Our colleagues and neighbours in California are upset about the 2 dollar gallon of petrol. For us Brits it's cheap so my chosen daily driver is a 4.6 litre Ford Crown Victoria. This car is notable for being the last saloon car made in the USA (possibly anywhere in the world) with a separate chassis. That, combined with rear wheel drive makes it something of a contrast in technology to my '51 Traction. The Crown Vic is 8 months old.

Front wings - I too fully support TOC in the manufacture of these things. A Traction without decent front wings is a pretty sad thing. Those on my own are in perfect condition and were anything to happen to them I would be very grateful to all those who had made the effort and stuck their necks out to get good replacements made.

A final note and apropos of none of the above I would like to comment on Alec Bilney's excellent article on 6 volt electrics. I absolutely agree with the need to keep resistance as low as possible with a 6V system - and will one day sort my own out in that respect. My comment relates only to the use of solder with a crimped joint. Solder is a very soft metal and creeps over time. Whilst the intention of tinning the wire is to achieve a low resistance joint, it may, after a while, be the cause of a high resistance as the solder flows and the crimp relaxes. The technical term for this is creep. I have seen electrical connectors melt from the heat caused by this very thing. I would avoid solder and recommend the use of a decent set of crimping pliers. The same caution applies to screw terminals - in fact more so as the screw can do what it likes after it becomes loose.

If anyone is passing near Pleasanton, CA with or without a Traction we would be pleased to pass the time of day.

Chris Bailey, Pleasanton, California, USA  
email: chrisbaileyus@aol.com

## WEDDING ATTRACTIONS

At the end of July I was asked to do a wedding in North London after an approach at the Ally Pally Classic Car Show in March.

I provided the Traction and the groom his DS and a friend supplied the other DS, the rest of the guests had the use of an open topped double decker bus, we certainly turned heads in Holloway, North London with the "Old leading the new".

Graham Pitcher, Edmonton, London



## NORWEGIAN TRACTION

My name is Helge Guldberg and I am secretary of the Norwegian Traction Owners Club, "Traction Norge". I have searched for a contact address for questions to your club and I hope someone in the Traction Owners Club can help me. I have got a question from one of our members, who has Slough-built Traction:

*"Which standard colours may a 11BL-49 have? (Exterior & interior). Do you have references to the standard colours for cars of today from Citroën or other, or do you have any kind of literature covering this subject?"*

Our members name is: Ketil Iversen, his address is: 8752 Konsvikosen, Norway (but he does not speak any english). His car is an 11BL-49, chassis number: 13/2542 and the registration plate of today is A-67526. The car is running, but will need some work.

Our club, Traction Norge was:

Established 25th November 1971. Today the Club has 120 members, covering Norway from north to south.

In the period of 1934 to 1957 approximately 2000 Traction's were imported to Norway. 200 cars have survived today and 60-70 are still running. Most of them are registered by our members. Only one car is Slough-built, approximately 10 Belgian cars, and the rest are French built. We have 4 known cabriolets in Norway today, approximately 20 of the 15-six model and the rest are Normale or Legere.

The club arranges meetings in the Oslo area 6 or 7 times a year (most of our members live near Oslo). Our club magazine "Journal Traction" has 4 issues per year and in addition we have 4-6 issues per year of a small newsletter Bulletin Traction. The club has a spare parts shop to supply the members. Membership is 250 Norwegian Kroner per year.

On the internet you will find us on <http://tn.lmk.no> (but we have to regret that the pages are in Norwegian language only).

Yours Sincerely

Traction Norge, Helge Guldberg (secretary)

Great to hear from you Helge. Perhaps the TOC will meet up with you on our Midnight Sun Tour next year. Ed

# tocdiary

## 2001 National & International club events

### Sept 21st-24th Normandy Rally

3 1/2 days of fun, driving with friends through wonderful countryside visiting places of interest, museums (not cars) and tasting good wine and food. £70.00 per head. Small country hotel - Additional charge. Camping can be arranged - May be additional charge. *If interested please phone Peter Simper on 020 8891 1093 between the hours of 8pm - 10pm Monday - Friday / 10am - 10pm Saturday - Sunday. The higher the number the better discount on ferry. Closing date: 20th August 2001*

### November 4th Traction Owners Club AGM

To be held at the Quality Inn, Monks Way, Milton Keynes commencing at 2pm. All members are encouraged to attend.

### \* November 10-11th Classic Car Show, NEC, Birmingham

### December 8th TOC Silver Anniversary Ball

To be held at Kettering Park Hotel. See page 6 for details.

## 2002

### 2002

#### The Midnight Sun Tour

Members wishing to consider making this trip should contact me for a rough outline of routes, costs, etc. It will take two weeks to enable us to have time to enjoy the wonderful scenery in this part of the world.

The Norwegian Traction Owners Club have expressed an interest in joining us for the trip, which will add to our enjoyment.

*Mick Holmes 08700 122002*


### August 9-11th ICCR USA

The 12th International Citroën Car Club Rally will take place on the campus of the University of Massachusetts at Amherst. See July/August 2000 Issue for more details or ring Graham Pitcher on 0208 360 9192

### \* N.B. Change of date

## Is it or isn't it?

Terence "Hawk Eye" McAuley, takes issue with the picture at the top of the next column. "Is it a Traction?" he asks. He very much doubts it. "Could be a Vauxhall Wyvern" he says. Your views to the editor would be appreciated plus a replacement photograph if you agree it's not a Traction.

 Small prize for the best replacement photo. Ed



## REPAIRS & RESTORATION QUICK REFERENCE GUIDE

### TOC SPARES

Chris Treagust  
98 First Avenue, Batchmere, Chichester,  
West Sussex PO20 7LQ  
Tel: 01243 511378 Email: treagust@08002go.com

### TOC HELPLINE

Mick Holmes  
Tel: 0870 012 2002  
From abroad: 0044 115 911 0960

### TOC CLUB SHOP

Keith Feazey  
21 Paris Avenue, Westlands, Newcastle-under-Lyme,  
Staffordshire ST5 2RQ  
Tel: 01782 618497

### SALES, MAINTENANCE AND RESTORATION

Classic Restorations, John Gillard  
First Floor, 636 Old Kent Road, London SE15 1JE  
Tel/Fax 0207 358 9969

Renaissance Services, Dennis Ryland  
Woodholme, Frithwood, Brownshill, Stroud GL6 8AD

### SALES & MAINTENANCE

Imperial Cars, Steve Southgate  
Oxford Street, Bilston, WV14 8AA  
Tel 01902 495758

### STAINLESS STEEL BUMPERS

Jonathan Howard  
Tel: 01608 643065 Fax: 01608 642973

### RUBBER COMPONENTS

Mike Tennant  
49 Hollywell Road, Mitcheldean, Gloucestershire GL17 0DL

### TRANSMISSION

Roger Williams  
35/37 Wood Lane, Beverley, North Humberside HU17 8BS  
Tel: 01482 863344 Fax: 01482 888619  
email: rdrw@steam-car-dev.karoo.co.uk

### INTERIORS

South Bound Motor Trimmers  
Little Dean Yard, London Road, Stockbridge,  
Hampshire SO20 6EL  
Tel: 01264 810080

### INSURANCE

Heritage  
Tel: 0121 246 6060  
FBHVC

### WWW

Club website: [www.traction-owners.co.uk](http://www.traction-owners.co.uk)

Club chat: [inside\\_trac@egroups.com](mailto:inside_trac@egroups.com)

To sign up contact TOC Moderator Helen Brixton at:  
[mid-shires\\_toc@upaloft.co.uk](mailto:mid-shires_toc@upaloft.co.uk)

## NOTICE CONCERNING ADVERTISING

### RATE CARD

Charges for advertising in *Floating Power* TOC members advertising Tractions or other Citroën related items: no charge. Non-members and traders doing the same, £12 per issue. Ads such as holiday lets, £6 to members, £12 to non members per issue. For display advertisements there is a sliding scale based on a full page @£240, other sizes @£5 per single column centimetre.

Advertisements are accepted in good faith but no representations are made as to the truth or accuracy of the same. Readers should satisfy themselves as to the suitability of goods and/or services offered.

No recommendation of any goods or services should be inferred from their inclusion herein. All advertisers are reminded of the provisions of the Trade Descriptions Act.

Please send all adverts to the Editor (address on page 3). Automatically included for two issues, unless you instruct otherwise.

## CARS FOR SALE

**1948 11B LHD for sale.** Bought many years ago as MOT failure and stripped for restoration. Shell appears quite sound but extensive work required on panels and doors. Interior complete but in need of retrim, mechanics complete but in kit form as found. Time and other commitments mean my restoring it is highly unlikely, plus I need the space asap. Please phone for further details. **OFFERS?**

Tel: 01977-620116 Leo Quinn, W. Yorks, E-mail: leo@quinnponte.freeserve.co.uk

### 11BL 1950 Small Boot

MOT & Tax. A reasonable car for improving over winter, interior completely refurbished. Some spares. **£3,000 ono.** Peter Tyson, Windermere, Cumbria. Tel: 015394 45368



### 1955 Normale (Big Boot) 11B Paris Built

Reg No - 675 BN10. Very sound condition. Requires cosmetic restoration. One owner only from new in France for 38 years! All new stainless exhausts. All new brakeshoes, new clutch plate. Good mechanically. Some need of attention to paintwork on body. Reluctant sale due to lack of time and ill health. **£3,500 o.n.o.** Also for sale book of *Floating Power* 1992 - 1998, approx 28 books - very clean - open to offers?

John Poor, Bridgend, South Wales  
Tel: 01656 720318 after 5pm  
or Fax: 01656 728180

### 1953 Traction Avant 11BL

French built, English Reg and in regular use. Brakes, transmission overhauled in France 1999.

Bills to prove bodywork good. **£5,000.**  
Christopher Hart, Essex. Tel: 01255 504141

### 1953 Light 15 Slough Built RHD.

Black, Ivory "Pilote" wheels. 5 year complete restoration. Very original. MOT, some spares, handbook. **£8,750.**

A. Bailey, Surrey Tel: 0208 642 7808

### 1955 Lt 15 Slough built, Dark Blue

Lovely original car has developed a fine patina over the years. Nice period kick plates, wing guards and wind deflectors. New head lining, wiring, Stainless exhaust. Driveshaft, clutch and gearbox uprated by Roger Williams. Various tools and manuals. Owned 8 years, little use these days. **£7,500 o.n.o.**

Bart Middleton, Ware, Herts, Tel: 01920 465557

### 1956 Lt 15 French.

In need of restoration. Some work done, sand blasted and primed panels, doors and boot. Solid body, chrome all done. No engine. **1953 Lt 15 French, Small boot.** In need of complete restoration, no work done, but with engine. **£1,200 the lot.**

Mark Beeson, Devon. Tel: 01884 257513.

**1953 Slough Built Big 15.** Blue with red leather interior. Right hand drive, converted and running on unleaded. Very sound bodily and mechanically, extensively restored in 1980's & dry stored until 1996 when I bought it. Used as daily transport for several years, change of job & house mean I commute via train. It has always been garaged. With regret I've decided to sell it so it can be used and enjoyed as befits a car like this. The car has a new MOT (1st June 01). The engine was refurbished when I bought the car and has done only a few thousand miles since. There are no major faults and in the important areas such as engine and body it is in outstanding condition. Slough built Big 15's are much less common than Light 15's, and are rarely available for sale. **£7,500.**

Richard Latham, Baldock, Herts.  
Tel: 01462 894282 Email: r.latham@wfw.com

**Citroën Light 15 RHD Big boot** (Slough built) for restoration or spares. If you are keen phone 01264 810080 or 01962 622 473. **£675.00.**

**Faithful French Mistress** for sale to good home. Slough built Light 15 R.H.D. in 1954. Burgundy red. Excellent condition since restoration in 1994 by specialist 'tractioneurs.' This car has received tender loving care and lots of money. Sunroof, leather clad seats, heater, M.O.T. for one year - tax exempt. Present owner averaged 3,000 miles per year - reluctant sale, reasonably priced at **£7,600.** Christopher Burke, 30 Cluny Crescent, Swanage, Dorset. BH19 2BT. Tel 01929 425544

**Roadster.** Eric Massiet du Biest, a French journalist working for some time in Australia, bought in France (1996) a Paris built 1938 Normale (11B) Roadster with RHD. I think it will be metal dash with French style instruments (but maybe in miles), and not a Slough style dash. (Very probably it may have been 6v). He had André Sarraille (Pau) recondition it, and in May 2000 it was ready to be shipped to Brisbane. Eric now has a new job in France, and wants to start again with a LHD car. So this car is for sale at **£37,000** in Normandy. Eric's email address is

tracbar@freesurf.fr or tel 00-33-6-89-67-02-91.

### Citroën Traction Light Fifteen 1955 -

Ex Malcolm Bobbit car. An ex South African car with lots of history from Malcolm and myself. It has had new splined drive shafts from Roger Williams and much money spent over the past ten years. It would not take much to bring it to concours condition it did win a number of events last year. There is a genuine reason for selling the car and I will be very sorry to see it go. Priced conservatively to sell at **£7,500.** Malachy Bell, Holbeam Cottage, Ogwell, Newton Abbot, Devon, TQ12 6LY, Tel 01626 351303.

## PARTS FOR SALE

### 6v - 12v DC Converter

1 off £18.96 Part No ABM 75 (Draws about 4 amps). Ideal for radios, airbeds, airhorns. Ablemail Tel: 01614 806910, Brookfield House, Christice Street, Stockport, SK1 4LR

**Big 6** Inlet Manifold with Carb. Excellent condition, 2 other Carb also, plus Brake Shoes, Bibex Joints, Carden Shafts. Offers to David Boyd Tel: 01527 894599

**Pair of Special Citroën T.A.** Rear Shock Absorbers especially made for towing trailers, caravans etc. Very robust and in perfect condition. Rare opportunity to buy. Bargain **£50 plus postage.** David Boyd Tel: 01527 892134

### Restoring a C3 Cloverleaf?

Full set of plans for building a new body frame, all elevations plus isometric and sections. Order some Ash and sharpen those tools now! **£25 including postage and packing.** Call Frank 013397 42272 or Email frank-grant@lineone.net

**Parts for Sale -** As I now have a Light 15 in horribly 'original' condition, with chromework to match, I have a quantity of rechromed parts for sale, as they are far too shiny for the car I have! All are fully rechromed and nearly all in perfect condition:-

1 Slough radiator grille complete, 2 Lt.15 early model bumpers, 2 Lt.15 late model bumpers. 4 Lt.15 late model overriders. 11 Slough hubcaps. 3 Front headlamps. 1 Spotlamp, 1 Steering column support tube. Set of bonnet handles. 6 Slough torpedo sidelamps. 2 Rear big boot hinges. 2 Bonnet central strips. 1 Gearlever and knob. 2 Repro Slough big boot rear lights. 1 Aluminium rocker cover. 2 Repro front headlamp mounts. 1 Rear boot handle. 1 Gearbox plate (with numbers on). 1 Chromed panel for square instruments. 2 Large wind-deflectors complete. Various interior handles and window winders. Telephone Michael Wood on 02897 528221, or email mwood@smacle.co.uk

## MAGAZINES FOR SALE

### Floating Power Magazines For Sale

Set of magazines from November 1979 (Volume 3 Issue 4) to present inclusive, all perfect, none known to be missing. **£450.00** (includes UK delivery), no offers. Andy Rose, 01732 456191 (Sevenoaks, Kent)

